

25X1A

CLASSIFIED MESSAGE

ORIG: [REDACTED]
 UNIT: MD/OSA
 EXT: 7509
 DATE: 4 JUNE 1965

S E C R E T

1	MD/OSA	9
2	AD/OSA	10
3	D/FA/OSA	11
4	IDEA/FA	12
5	CC/FA	13
6	RB/OSA	14
7	C.O./OSA	15
8		16

TO: [REDACTED]
 FROM: DIRECTOR 25X1A
 CON/:
 INFO:

DEFERRED	PRIORITY	INITIALS
XX ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

14986

25X1A

TO

9313

IDEALIST LOGS

1. THIS MESSAGE CONFIRMS VERBAL INSTRUCTIONS TO CONVERT ART 381 TO "G" CONFIG UPON RECEIPT AND TO CONVERT ART 349 FROM "H" TO "G". BOTH CONVERSIONS ARE TO BE ~~ACCORDING TO THE~~ *SUBJECT TO THE* ~~RECEIPT OF FY66 FIRST HALF FUNDING, #381 & #349 TO SP-1923.~~ *RE CHARGED TO P-1126 AND #349 TO SP-1923.*

2. IN CONJUNCTION WITH THESE CONVERSIONS, IT IS REQUESTED THAT [REDACTED] RE-EVALUATE THE U-2G DESIGN FOR POSSIBLE IMPROVEMENT IN THE FOLLOWING AREAS:

A. THE PRESENT PROCEDURE FOR RETARDING THE THROTTLE, EXTENDING THE SPOILERS AND ROTATING THE YOKE, ALL OCCURRING IN THE FEW CRITICAL SECONDS BEFORE TOUCHDOWN, IS CONSIDERED TO BE MARGINAL AND DANGEROUS OPERATION. THE LIMITED MARGIN ALLOWED THE PILOT COULD BE CAUSE FOR POSSIBLE LOSS OR DAMAGE OF A U-2 AIRCRAFT IN AN OPERATIONAL SITUATION, WHICH COULD NOT BE AFFORDED. IF ADDITIONAL DRAG COULD BE INDUCED WITH A RESULTANT INCREASE IN THE REQUIRED ENGINE POWER TO

COORDINATING OFFICERS

S E C R E T

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No

ORIG:
UNIT:
EXT:
DATE:

S E C R E T

1		9	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	

REMARKS	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :

FROM:

CONF:

INFO:

PAGE 2

14986

TO

INFO

CITE

THE CRITICAL LANDING POINT, E.N., EXTENDING THE SPOILERS ON THE FINAL APPROACH) THE IDEALIST CARRIER OPERATIONS COULD BE MADE ALMOST AS ROUTINE AS THE OTHER IDEALIST OPERATIONS.

B. WHAT EFFECTS HAVE THE MANY PRACTICE CARRIER-TYPE LANDINGS, ON THE NORTH BASE RUNWAY, HAD ON THE U-2G AIRCRAFT? HAS THIS UNUSUALLY LARGE NUMBER OF LANDINGS CAUSED ANY EFFECT ON THE FLIGHT CHARACTERISTICS OF THE U-2G? IF THERE HAS BEEN AN APPRECIABLE EFFECT, HAS THERE BEEN A TENDENCY TO OVERSTRESS ANY PARTICULAR PART OF THE AIRCRAFT?

25X1A

C. IF AIRCRAFT OVERSTRESS SHOULD BE A CONSIDERATION, REQUEST [REDACTED] RECOMMENDATION AS TO MAX NUMBER OF LANDINGS PRIOR TO IRAN. WOULD A REDUCTION IN THE NUMBER OF LANDINGS PER MLP SORTIE COMBINED WITH A REDUCED FUEL LOAD INCREASE THIS FIGURE?

COORDINATING OFFICERS

S E C R E T

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

CLASSIFIED MESSAGE

ORIG:
UNIT:
EXT:
DATE:

S E C R E T

ROUTING

1		9	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	
PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :
FROM:
CONF:
INFO :

PAGE 3

14986

TO

INFO

CITE

D. WHAT LIMITATIONS ARE PLACED UPON THE USE OF
SLIPPER TANKS ON THE U-2G AIRCRAFT?

END OF MESSAGE

IDEA/FA *Uke*
CD/OSA *SVX*

25X1A



C/MD/OSA

COORDINATING OFFICERS

S E C R E T

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.